

# The Virginia



# Slip-Stream

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VIRGINIA WING-CIVIL AIR PATROL

Vol. 1 No. 5

## AVIATION CADET NEWS

Headquarters has just completed a summary of the accomplishments of this Wing in the procurement of Aviation Cadets, and we know that you will be pleased that we are able to announce that the results far exceeded our greatest expectations. The splendid showing made in the Recruiting Drive will be additional proof to the Army Air Corps that the CAP will continue to justify its existence. The summary that we were able to submit to National Headquarters is available for the asking. Write direct to the Editor.

## WING TRAINING PROGRAM

Headquarters Staff has been working for some time to produce a workable plan to give CAP Cadets a real schooling in Aeronautics. Our whole plan is dependent on the activity of the various squadrons in raising money by solicitation from private firms. The following is an outline of the Training Program of The CAP Cadets. The first squadron is starting this week in its Fund Raising Drive. It is suggested that all squadrons make similar arrangements.

## C.A.P. TRAINING PROGRAM

1. C.A.P. Cadet Training - with Parents' consent.

### Ground School

1. Navigation
2. Meteorology
3. Aerodynamics
4. Civil Air Regulations
5. Military Courtesy & Drill
6. First Aid.

### Flight School

- 8 Hrs. Dual
- 2 Hrs. Dual XC
- 35 Hrs. Solo. inc. 5 hrs. xc as Copilot with CAP members & 3 Hrs. local flying with CAP member for familiarization of Terrain.

### Estimated Cost

1- Ground School .....	\$ 25.00
2- Dual Instruction .....	90.00
3- Solo & Check Flight .....	210.00
TOTAL COST .....	\$ 325.00

2. Training for CAP Members with 75 hours Solo and willing to sign a pledge to accept Active Duty for a minimum of 30 days.

- 5 Hrs. Dual Check Flight Including
- 1 Hr. Dual Night Landings & Take-Offs
- 10 Hrs. Solo - 5 by CAP - 5 by Member
- certified for Active Duty by CAP
- Instructor.



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## Estimated Cost

1- Dual & Check Flight .....	\$ 45.00
2- Dual Night Instruction .....	10.00
3- Solo Flight .....	30.00
TOTAL COST .....	\$ 85.00

We realize that securing funds for our Training Program will call for a real selling job. Therefore, we believe that the simplest way to receive these funds will be a straight forward history of the accomplishments of the CAP and its aims. Quoted below are some excerpts taken from the OCD report on the CAP.

The Civil Air Patrol, organized a week before Pearl Harbor on the initiative of America's private flyers, has grown from small beginnings to an outfit of such size and value that it was taken over by the War Department from the Office of Civilian Defense on April 29, 1943, and is now an auxiliary of the Army Air Force.

Their numerous accomplishments include:

Flights totalling over 20 million miles, the spotting of more than 150 submarines for the Army, Navy and Coast Guard, the sinking of some submarines themselves, and off-shore patrol missions which brought rescue to crews of torpedoed tankers.

Today, more planes are available for Civil Air Patrol assignment than the entire Army Air Corps possessed at the beginning of 1940.

Mechanics, nurses, radio operators, observers, photographers and doctors joined the pilots in ground-crew training which fits each local unit to perform any mission that light planes can fly. The inland squadron members carry on their regular jobs and serve in their spare time. Qualified members may volunteer for tours of full-time duty on CAP operations such as Coastal Patrol, where many have signed up for the duration.

Flying their own planes, using their own brains, initiative, equipment and money, together with gradually enlarged Federal grants, they have built up many coastal bases — from Maine to Mexico.

Inland, their courier routes between Army posts and between industrial plants require the services of several hundred planes daily and a large number of pilots, ground mechanics, and radio operators. Their volunteer missions search for lost planes, maintain forest fire patrols, and fly emergency relief to flood and disaster areas. They furnish men and women pilots to the Transport Command, and carry on a large-scale training program ---- all of which frees thousands of Army planes and pilots for more urgent assignments.

Casualties to date among the amateurs are 30 flyers killed and 73 planes lost. One of those killed was a man of 50; another a boy of 19. Nobody is deferred from the draft because of CAP membership. A number of pilots have physical disabilities, and there is a man, injured in the last war, now flying the Southern Liaison Patrol out of El Paso, Tex. who has two artificial legs.

Much more can be said in praise of this volunteer organization of fliers who will make an interesting presentation possible to potential contributors. A complete OWI report containing 25 pages, may be secured by writing this headquarters. It may also be brought out that any contributions by individuals or firms within prescribed limits is deductible from Federal Income Taxes. Please let us have periodic reports on your progress.



# THE VIRGINIA SLIP-STREAM

Acknowledge with gratitude, the contribution of "The Jewel Box" -- Staunton's Foremost Jeweler, Staunton, Va. We are using their money to bring you this issue of the "Slip-Stream".

## EDMONDSON PERFORMS FOR AIR SHOW

Those CAP members who were able to attend the Air Show held at Hermitage Airport last month must have been impressed with the breathtaking performance of W. W. Edmondson in his speedy Laird. Edmondson is to be commended for the time and effort put forth - to help make the Air Show a success. He flew from Preston Glenn Airport at Lynchburg, Va. This is the second donation made by W. W. Edmondson to the success of some of our enterprises. He was the sponsor of our last issue of the "Slip-Stream".

## PRAISE FOR CAP

Attending the Air Show, were several Generals and Political Dignitaries. All of them were very laudatory in their praise of the work of the CAP. Special mention should be made here of the very excellent job done by Captain John A. Currie, who acted as Aide to Major Perkinson and Governor Darden. Captain Currie, under Major Perkinson's direction, cooperated with the Recruiting Office.

## INDIVIDUAL SQUADRON REPORTS

We are going to omit in this issue, individual Squadron reports because almost without exceptions, they dealt with data on the Aviation Cadet Recruiting Program. However, they will be resumed.

It should be mentioned here the deep sympathy all of us feel for Wesley Hillman, newly appointed Commander of the Roanoke Squadron, who was rather seriously injured while on his way from Roanoke to Richmond for a conference with Major Perkinson. He is in the Medical College of Virginia Hospital now and all CAPs who can, should make it a point to drop in to see him. We all hope that he will be back to his new assignment in the very near future.

## PLASMA DROPPING

Headquarters calls to your attention the recent experiment made by the Charlottesville Squadron. They dropped two parachutes containing food, newspapers and messages to the Company on maneuvers. Parcels were dropped from a 1000 ft. altitude. Both dropped in the target area without damage to the supplies.

## SURRENDER OF ITALY

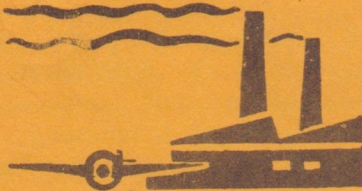
As this edition is being written, -- the very gratifying news of Italy's unconditional surrender has come in. Whether or not you have given it any thought, the CAP has made its contribution to this momentous development in the war. It could easily have been those extra cargo ships that were not sunk because of the vigilance of our Coast Patrols that could have made the difference between success and failure of many of the operations in Africa that paved the way for assaults on Italy.



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## LINK TRAINING MADE AVAILABLE

Thanks to the cooperation and major interest of Colonel Edward E. Hildreth and Major Lionel Lippman, of the Richmond Air Base, we are now able to have many of our members get a great deal of Link time. At this writing, there might be a few more vacancies in our Link training schedule. If you are interested, contact CAP Wing Headquarters.



A PLANT manufacturing airplanes in New England burns 800,000 gallons of fuel oil a month.

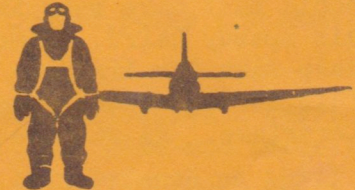
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## **WHERE THE FUEL GOES**



AN AIRPLANE ENGINE burns up its own weight in gasoline in about 2 hours.

— CAP —



It takes 12,500 gallons of gasoline to train one pilot.

The above was reprinted from the Mountaineer Fliers CAP News.

## SHIP AVAILABLE

Lt. Marjorie D. Carver has a damaged Cub Coupe which she is willing to place at the disposal of some CAP Courier Base for the duration, provided this Courier Base will transport the plane which is now at the University of Virginia Airport, Charlottesville, Virginia, to their base and repair same. Any Courier Base interested in this proposition may correspond with Miss Marjorie D. Carver, 100 West High Street, Charlottesville, Va.

## UNIFORMS - UNIFORMS - UNIFORMS

National Headquarters instructs that CAP Uniforms will not be worn in the course of member's occupation outside the patrols and not related to aviation. CAP members and officers particularly must not wear uniforms under circumstances which will reflect adversely on the prestige of the organization.

## A T T E N T I O N ! ! UNIT INTELLIGENCE OFFICERS: LEADERS OF DETACHED FLIGHTS

The newspaper clipping service maintained by OWI for Federal Agencies has been discontinued. Clippings are needed by Army Air Forces not only for guidance of Public Relation Officers but for transmittal to men on foreign duty. So here is a job that every CAP unit can do:

Send all clippings mentioning CAP to Intelligence Officer, Civil Air Patrol, at 500 Fifth Avenue, New York, 18, N. Y.

Send all clippings mentioning Army Air Forces and not CAP, to Colonel William Westlake, Bureau of Public Relations, War Department, Washington, D. C., (omit the Press Association dispatches and syndicated material which will appear all over the country. Local stories and editorials, particularly about individuals in the AAF -- will be most valuable).

Identify all clips by name of paper, city, state, date and "From CAP". Add local unit name and address and name of local Intelligence Officer if desired. Print or type clearly. Do not write over text or pictures. Where necessary, paste small slip of paper at top. Do not paste clips on full sheets of paper. This is wasteful and adds bulk to the files.

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